



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC83FA090
Date & Time:	June 5, 1983, 20:57 Local	Registration:	N1693M
Aircraft:	CESSNA 185-E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT WAS DAMAGED IN A FORCED LANDING AFTER A LOSS OF POWER IN CRUISE FLT. THE PILOT SAID HE CHECKED THE THROTTLE POSITION THEN ADVANCED IT WITH NO REACTION. THE PILOT DECLARED AN EMERGENCY ON FREQUENCY 121.5 THE EMERGENCY FUEL PUMP WAS TURNED ON BUT TURNED OFF BECAUSE THE PILOT SAID THE ENGINE SOUNDED LIKE IT WAS FLOODED. THE PILOT SAID THE ENGINE NEVER STOPPED RUNNING COMPLETELY. DURING THE INVESTIGATION IT WAS DISCOVERED THAT THE THROTTLE BRELLECRANK BEARING AND BOLT WERE MISSING FROM THE THROTTLE ROD ASSEMBLY (PN 16500161) ON THE LOWER PART OF THE ENGINE. JUST 27 DAYS BEFORE THE ACCIDENT PENINSULA ACFT SERVICES OF KENAI AK REPOSITIONED THE THROTTLE AND ADJUSTED THE IDLE AND MIXTURE. WEATHER WAS NOT A FACTOR IN THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) THROTTLE/POWER LEVER, BELLCRANK - FAILURE, TOTAL

2. (C) MAINTENANCE,ADJUSTMENT - NOT CORRECTED - OTHER MAINTENANCE PERSONNEL

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 11, 1982
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2800 hours (Total, all aircraft), 42 hours (Total, this make and model), 24 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1693M
Model/Series:	185-E 185-E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18501878
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	November 10, 1982 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	43 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4588 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	LARRIE O. WOODS	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SOLDOTNA , AK (SXQ)	Type of Flight Plan Filed:	None
Destination:	ANCHORAGE , AK (ANC)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ANCHORAGE ANC	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	61.159706,-149.989654(est)

Administrative Information

Investigator In Charge (IIC): Mickle, Ronald

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4026>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).